



# Rudder Flutter

Idaho Transportation Department, Division of Aeronautics

*To foster, develop, and maintain Idaho's aviation programs, facilities, and services*

**Volume 44, Issue 4**

**Fall 1998**

## **ALERT! ALERT! ALERT! ALERT!**

*By: Bart Welsh, Aeronautics Administrator*

Now is the time for all good men and women to come to the aid of their backcountry landing strips. As you may know, the Forest Service is in the process of developing a new operational plan, which will be in effect for the next 20 or 30 years. This document is, in essence, a Bible that all Forest Service managers will refer to when they are dealing with aviation or any other activities going on in the Frank Church – River of No Return Wilderness. This is an extremely important document and our aviation message must be written into it in a positive way. We have had several meetings with the Forest Service Supervisors and at this point believe there is a truly open mind on many of the issues. It is important they hear from you regarding your feelings immediately. The closing deadline for any input is **December 1, 1998** and I urge you to respond expressing your feelings.

On September 17<sup>th</sup>, Representatives Helen Chenoweth and Mike Crapo held a subcommittee meeting on forests and forest health. Representatives from the Forest Service and Idaho aviation community attended the hearing to discuss backcountry flying. Along with myself was Boyd Miller of the Idaho Aviation Association, Terry Nichols, a 135 operator, Phil Boyer, President of AOPA, and others. Each of us spoke with a fairly united front on what needed to be done and I believe many positives came out of that hearing. What is needed, though, is a response from you. It is critical you let the Forest Service know your feelings and they realize many people are speaking on behalf of flying in the backcountry. Below are some of the critical areas of concern I feel should be addressed in your letter:

- The future of four small strips, Vines, Simons, Dewey Moore and Mile-Hi. Recommend that these forest strips be recognized as part of the backcountry airstrip system, that there be no restrictions in private or commercial usage of them, that they be maintained at a serviceable or better level, windsocks be installed and threshold and boundary markers be installed as appropriate.
- Develop a maintenance plan for each of the airstrips in the backcountry and maintain these strips in a serviceable or better condition. Even though we will all continue to provide volunteer service, funds must be appropriated for serving and maintaining backcountry airstrips.
- All airstrips must be maintained at the serviceable or better standard. This goes not only for the runway conditions

and surfaces, but also the approaches. It is important the serviceable or better standard be used and not the "current" standard. The height of the vegetation should be maintained to allow for safe operations.

- Field officers must not be given authority to close airports on their own for any reason, contrary to the original act. The system now is a cooperative effort requiring the approval of the Division of Aeronautics. This has worked well since the act came into place, and there is no reason to change it. Aircraft have been operating in close proximity to wildlife for over 60 years and there has never been a problem. There are no new problems developing that would warrant giving the Forest Service the right to arbitrarily close strips.
- The Forest Service at this point indicates that it does not have a financial need to collect user fees and that there is no practical way to collect user fees from either 135 air taxi operators or private users of the strips. There is also no way to collect these fees that would generate sufficient revenue to cover the cost of collection. Collecting user fees is simply a bad idea.
- Flight instructors should not be considered commercial users of the backcountry. They are not conducting primary instruction on the backcountry strips, they are providing safety instruction on how to use the strip effectively and safely and in cooperation with other forest users.
- Forest airstrips are a national treasure. Each strip is irreplaceable. Today it would not be possible to build new airstrips in the backcountry. Environmental concerns would simply not allow it. But these strips are a treasure and not one of them should be allowed to disappear, either by neglect or by design. Also, any other strips that are now on private land that the Forest Service might acquire in the future should also be required to remain open.
- Replace where appropriate fire rings, picnic tables and outhouses. In an unguided attempt to make the backcountry strips less desirable for camping, the Forest Service has, in some cases, removed these facilities. They should be replaced and kept in good working order. It is ludicrous to think that it is better to have people select their own place for a fire or personal hygiene rather than to have a designated spot which has been very carefully selected to protect forests and ground water. If picnic tables are not available, people will drag logs, rocks and so forth to create something to sit on. It would be much less damaging to the



backcountry to have appropriate sites and facilities in place.

- Maintenance on the strips must be done not only with the appropriate materials and implements, but also in the most expeditious manner. There is less damage when the appropriate piece of equipment, whether or not it is powered, is used. The goal should be to get the airport operational as quickly as possible in cases of need for major maintenance.

Those are the points I would suggest you put in your letter. Use your own words. It is not necessary to paraphrase each point, but express your opinion strongly on your concerns about the backcountry, your flying experiences, and your desire to keep these airstrips open for use by both commercial and private individuals. Your response needs to be sent by **December 1, 1998** to FC-RONR Wilderness Coordinator Salmon and Challis National Forests RR 2, Box 600, Salmon, 83467.

### AOPA PRESIDENT TO COME TO BOISE

AOPA's president, Phil Boyer, will be in Boise Wednesday October 7<sup>th</sup> for a Town Hall Meeting. This is part of a series of meetings where Mr. Boyer goes all around the state talking about aviation to the community and receiving input from the participants. Phil Boyer has been a strong supporter of Idaho aviation, has toured the backcountry and understands very well some of our concerns. I would urge you to come and hear Phil speak and participate in what will prove to be a very interesting meeting. The meeting will take place at 7:30 p.m. Wednesday, October 7 at the Owyhee Plaza Hotel, 1109 Main Street, Boise. See you there!

### Airport News

#### Seasons End

Another season has nearly come and gone for most backcountry flyers, and the Division's temporary help (airport caretakers) have been dismissed until next year. We would sincerely like to thank Gene Nett, Gene & Cody Hargett, Joe Hess and Kim Walters for the dedicated help they provided during the summer. As far as we know at this point, these people will all return again next year to their respective airports.

#### Maintenance Activities

An internal budgetary holdback in Aeronautics' funds required that we put off several maintenance activities that we had hoped to accomplish yet this fall. They included an asphalt strip on the north end of the Porthill airport and an underground sprinkler system at Garden Valley. Hopefully we will be able to complete those projects during the 1999 season.

The Laidlaw Corrals airport has been extremely rough for several years, with a NOTAM being issued this year to "use at your own risk". **The airport was officially closed to all traffic on August 19.** We have made arrangements with a custom farmer from Paul to disc the airport so we can re-seed it this fall. The airport will remain closed until sometime next year in order to give the new grass time to become established.

#### Diseased Turf

For those of you who have visited Cavanaugh Bay during the past few years, you may have noticed a circular growth pattern in the turf throughout the runway. Experts tell us this is the result of snow mold during the winter, but that it is treatable. We will be applying fungicide late this fall in an effort to get a handle on it and restore the turf to its original condition. Snow mold is also evident at Johnson Creek, and treatments were begun there last year.

The Smiley Creek campground is plagued by Fairy Ring, and treatments will also be made there just before snowfall.

From the Maintenance Section, may you all have a wonderful winter and we look forward to seeing you again next summer.

### FIRC

The Idaho Transportation Department, Division of Aeronautics, will conduct an FAA approved refresher clinic on October 16-17, 1998 to renew **unexpired** Flight Instructor Certificates with all ratings. This clinic will be conducted to meet the requirements of FAR Part 61.197.

The two-day clinic will be held at the Shilo Inn, Idaho Falls. Class meeting times will be 3:00 – 11:00 PM Friday, October 16 and 7:00 AM – 5:00 PM Saturday, October 17. Breaks will be taken between each block of instructions. Dinner on Friday night will be included in the cost of the clinic.

**The cost of the clinic is \$135.00 per person if paid in advance by October 9, 1998.** After that date the cost will be \$160.00. If you plan to take the clinic, **you must be registered by October 9, 1998.** Class size will be limited to a maximum of 40 students.

For more information, please contact us at 208/334-8776, 800/426-4587, FAX 208/334-8789 or email at the addresses below.

#### IDAHO TRANSPORTATION DEPARTMENT

Governor *Philip E. Batt*

Director *Dwight Bower*

Aeronautics Administrator *Bart Welsh*

#### AERONAUTICS ADVISORY BOARD

Chairman *William Parish*

Member *Robert Hoff*

Member *Harry Merrick*

Division of Aeronautics, 3483 Rickenbacker St./P.O. Box 7129, Boise, ID 83707-1129 208/334-8775

Rudder Flutter Editor: Frank Lester email: [flester@itd.state.id.us](mailto:flester@itd.state.id.us)

Assistant Editor: Debbie Daniels email: [dedaniel@itd.state.id.us](mailto:dedaniel@itd.state.id.us)

Website: <http://www.state.id.us/itd/aero/aerohome.htm>



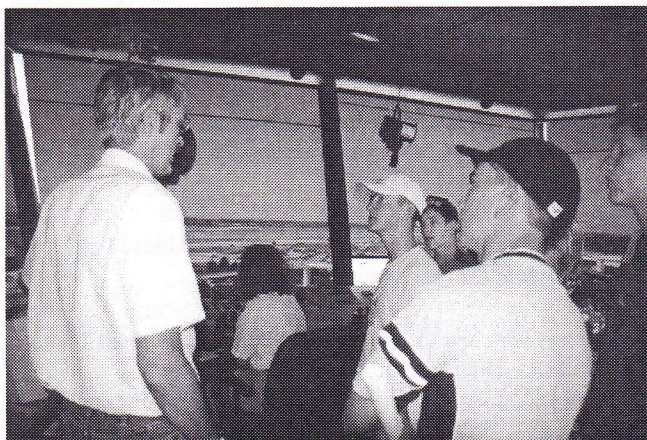
## ACE ACADEMY

By Frank Lester

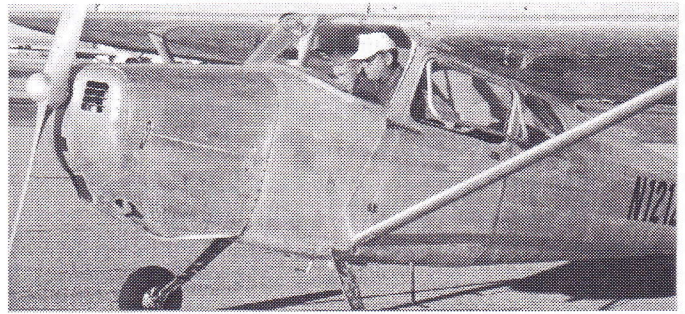
The annual Aviation Career Education (ACE) Academy cosponsored by the Idaho Transportation Department, Division of Aeronautics, the Federal Aviation Administration (FAA) and Idaho Aviation Hall of Fame was held in Boise, August 3-5, 1998. Thirty-six high school students from as far away as Sand Point participated in this sojourn into the aviation community. The students spent three activity-packed days touring air traffic control facilities, the National Guard, an aircraft manufacturing operation and the intricate inner workings of the Boise Airport. An actual navigation flight into the Boise foothills proved to be the crowning event of the program. Among all these activities, the students were provided information sessions with aviation schools and one-on-one discussions with members of various aviation professions. Responses received from both adults and students alike confirmed the academy's overall success.



Inside the FedEx Airbus



At the control tower



Ready to fly!!!



I want one of these!

As with any success, it takes the labors of many individuals for a program to realize its final achievements. The ACE Academy owes many thanks, kudos and words of appreciation not only to the cosponsors and their members but also to Skystar, Interwest Transportation, Loco's, Champs, ISU, Rocky Mountain College, Embry Riddle, the Air Force Academy, the Army and Air National Guard, the career speakers and all the pilots that volunteered their time, aircraft and fuel to assure the resounding success of this year's academy. **THANK YOU**, we couldn't have done it without your support. We look forward to seeing you again next year.



## IDAHO FALLS HANGAR RECOGNIZED

By: Bill Shaw

In 1997, the Interior Department placed the Red Baron Hanger at Idaho Falls' Fanning Field on the National Register of Historic Places, giving long overdue recognition to the role it has played in opening Eastern Idaho to routine air travel and commerce.

Built in 1936, the hanger and its support facilities completed Idaho Falls Municipal Airport as a fully operational airport, able to service planes, people, and airmail, both as a final destination and as a link in the ever increasingly connected communities of the West.

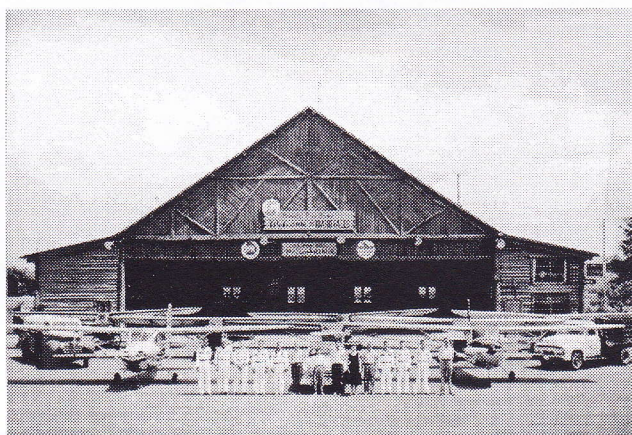
State Aeronautics director Arthur C. Blomgren, along with U.S. Department of Commerce officials, visited Idaho Falls in 1929, inspecting sites for proposed local airports. Work on what was to become Fanning Field began the same year under the leadership of Idaho Falls Mayor Brazilla Clark, when the City acquired the property and built its first landing strip. The United States Postal Service was an early supporter of improved facilities, after experiments with airmail from 1920 on proved the worth of air carriers. Passenger service to Yellowstone National Park started from Idaho Falls in 1935, and local barnstormers and other enthusiasts sailed the skies above. It wasn't until 1937, however, that the City offered more than just a flat strip and water to the future of America's transportation.

The Work Projects Administration (WPA) in Idaho placed a high priority on airport and airway projects, both to improve Idaho's support of the new (and booming!) air transport business, and to better prepare local facilities for anticipated national defense needs. In 1935, local and national priorities combined in a partnership between the WPA and the City of Idaho Falls to provide the money and engineering, respectively, needed to build a true airport. By 1937, the Hanger and the (since destroyed) Administration Building were built, the runways extended and improved, and new underground fueling tanks and pumps installed. Federal oversight of construction provided certification that the facilities met national standards, and on June 8, 1938, the Idaho Falls Municipal Airport was given its first Operation Permit.

The rest of Idaho was not standing still. Pocatello became the base for the Army Air Corps in eastern Idaho. National Parks Airways, operating out of Salt Lake City, became a part of Western Air Express in 1937, and tied Pocatello and Idaho Falls into the air route from California to Montana. By 1941, the WPA had helped build two other new Idaho airports, and had improved three others, as part of a national program that pumped over \$200M into airport facilities across the country and Hawaii. The facilities constructed at Idaho Falls however, were considered by the WPA to so epitomize the advantages to a community and the nation from their works, that they highlighted this project (along with eight others) in the June, 1940, Report on Progress.

The sixty-year history of Fanning Field is not all that different from any other municipal airport in a western town the size of Idaho Falls. It quickly became an essential part of area commerce and community life, with a scrapbook of human interest and technology stories that gave it color and a pulse. The assumption of progress drove most decisions however, and shortly after the new administration building was completed in the early 1960's, the old log administration building was removed, leaving us only the foundation (now buried under six inches of topsoil and grass) and a few black-and-white photographs. Since both the Hanger and Cabin still perform their original function, only now for a private flying service, they remain, intact and well maintained, but somewhat ignored by the general population of the community. No other WPA aviation structure known in the State has been preserved as well.

The Idaho Falls Historic Preservation Commission was responsible for getting the hangar on the National Historic Register. They need funds to perform badly needed routine maintenance. The building currently houses Aero Mark's Red Baron operation. For more information contact Bob Hoff at Aero Mark 208/524-1202.



---

### Brown Bag Speakers

Brown Bag luncheons are held the first Wednesday of each month at the Aeronautics office.

October – Bart Welsh: Forest Service Management Plan

November – Bob Hanna: Air Racing

December – John Anderson: Boise Airport Construction

January – Dr. Paul Collins: Emergency Kits



## OCTOBER

- 16-17 Division of Aeronautics Flight Instructor Refresher  
Clinic – Shilo Inn, Idaho Falls  
Frank Lester 208/334-8775
- 19-21 NBAA Annual Meeting & Convention  
Las Vegas, NV  
202/783-9362
- 22-23 Idaho Airport Management Assoc. Meeting  
Sun Valley Lodge, Sun Valley  
208/772-7838

## 1999

## FEBRUARY

- 19-20 Division of Aeronautics Flight Instructor Refresher  
Clinic – Holiday Inn, Boise  
Frank Lester 208/334-8775

## MARCH

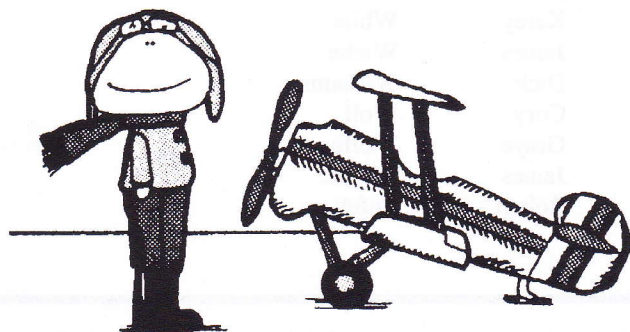
- 25-27 7<sup>th</sup> Annual Idaho State Aviation Conference  
Vista Holiday Inn, Boise  
Frank Lester 208/334-8775

## AUGUST

- 7-8 IAA Fly-in – Johnson Creek

The following people passed check rides in the last few months. We thank Thoville Smith for supplying us with this information.

Christian Shepp	Multi-engine
Steven Appleton	Multi-engine, instrument, comm
Kent Freitag	Private
David Meisner	Private
Anthony DeLucca	Private
John Baker	Instrument
John Keys	Multi-engine
Dylan Wells	Private
Mark Long	Private
Jason Hull	Commercial
Terrance Mahon	Private
Jeremy Presley	Private
Michael Dark	Commercial
Daniel Lipsett	Private
Steven Benton Jr.	Private
Robert Gordon	Instrument
Jeff Miller	Multi-engine
Joseph Mitchell	Private
Shane Patterson	Private
Michael Dolan	Private
Katherine Olson	Private
Scott Brown	Private
Lee Rice	Multi-engine
Phillip Verghese	Instrument
Kevin Pearl	Private
Brian Collins	Private
John Zentner	Private
Doris M. Wahl	Private
John K. Carr	Private
Larry D. Murphy	Instrument
Barba Pier	Private
Colleen Hartnett	Commercial & CFI
Eric D. Gillet	CFII
John F. Borra	Single engine commercial
John Walborn	Private
James H. Johnston	Multi-engine
Michael Smith	Private
Terry Ayres	Multi-engine
Clifton Wood	Instrument
Scott Cryder	Instrument
William Eldridge	Single engine commercial
Kenneth A. Widley	Private
Robert Burns	Private
Mark Wilder	Private
Jeremy N. Colt	Private
James Rogers	Single engine commercial;
Andreas Koertel	Private
John B. McBean	Instrument
Kyle Battish	Commercial
James A. Bachman	Private
Darren Vaughn	Instrument
Colby Nielsen	Private
Micahel Beumeler	Private
Robert Schaefer	Private
John A. Rice	Private



**TAKE TO THE SKIES**

## IDAHO SAFE PILOT AWARDS

Listed below are those pilots who have qualified for the Idaho Safe Pilot Award (ISPA) for 1996 and 1997. Each pilot listed has a completed application on file and has accomplished the requirements necessary to receive the ISPA. We will contact each of these pilots by letter in the very near future with their awards. Congratulations for promoting safety through action.

Marc	Anderson	Paul	LaBeck
Michael	Anderson	Lawrence	LaRue
D.E.	Andrews	James	Larkin
Warren	Barry	Marc	LeFevre
Max	Berry	Mark	Leming
Carol	Bashista	Merrill	McGarvan
Gil	Bates	Jack	Magee
Richard	Benson	Jay	Morris
Carolyn	Bjornson	Craig	Nichols
Donald	Bjornson	Jesse	Olson
Carlyle	Briggs	Pam	Penkoff
David	Bruno	Mark	Peterson
Robert	Clayton	John	Reeder
Joseph	Corlett	Rick	Reierson
David	Cutler	William	Scherer
F.V.	DePeyster	Donald	Schlueter
Robert	Doubek	Jim	Seltzer
Gene	Doyle	Jay	Smith
Gene	Egeler	Edward	Stackler
Jeff	Fulcher	Gary	Stensatter
Tim	Gadler	Johnny	Stewart
Robert	Glaisyer	Jerry	Terlisner
Dennis	Hain	Guy	Terrill
Eldon	Hart	Joseph	Terry
Greg	Herbert	Dale	Thomas
James	Hetherington	Eric	Thomas
Harold	Hollenbeck	David	Umthun
Amy	Hoover	Darren	Vaughn
Kristen	Houchin	Roger	Vincent
Gary	Huestis	Gail	West
Gary	Iverson	James	White
Paul	Jensen	Karey	White
Jim	Jorgensen	James	Wiebe
Dell	Keys	Dick	Williams
John	Keys	Cory	Wolf
Martin	Koch	Graye	Wolfe
David	Krall	James	Wolper
		Robert	Zufelt

---

The Division of Aeronautics has a 1968 Cessna T-41 for sale! The aircraft has 4472 hours total time. The engine has 516 hours SMOH and the prop has a fresh overhaul. We will begin accepting sealed bids within the next sixty days. Call the Division at 208/334-8775 or 800/426-4587 for the bid package and/or spec sheet.



## FIRST IMPRESSIONS - LASTING IMPRESSIONS

By: Bob McCormick

How many times in our lives have we heard that statement from our parents, grandparents, friends, or coworkers? Probably too many times to count. It seems that no matter what our daily routine is, at one time or another we have a situation that leaves us with an impression (good or bad).

Situations I encountered recently and earlier this summer brought the above statement to light. One impression that will remain with me for the rest of my life occurred during the Mountain Flying Clinic I attended in Challis. The ground training I received from Bob Plummer, John Goostrey, Ray Glidden, and others while coupled with the flight-training portion is hard to put into words. For a pilot, it was like having Christmas for 3 days!! The impression of the flying skills and knowledge shared will truly be a lasting impression that I will some day share with my grand children and great grand children. Every time I fly into the backcountry or other parts of Idaho, all I think of is how lucky I am be living and flying in this state.

On the other side of the coin, I had an experience that I hope will leave my memory sooner. As a member of the Civil Air Patrol (don't stop reading and no I didn't fly any FAA drop-in missions), I am involved with an assortment of activities. One activity is the CAP Cadet Program. Working with these young adults with the emphasis on aerospace education, emergency services, and moral leadership is one way to carry forward general aviation to another generation.

I was called out to conduct an ELT search with other Seniors and 5 Cadet members. The satellite hits were indicating an area at or near a local Treasure Valley airport. We were all hoping that it was a false alarm, and not an actual aircraft crash. Upon arrival at the airport, the team did isolate the transmission to an aircraft on the airport.

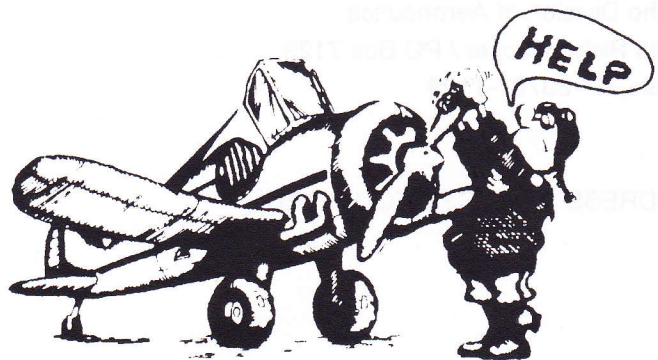
The aircraft owner was at the airport and asked to open the aircraft to secure the ELT. During this time frame the owner was cooperative and polite. During the same time, one of the senior members was talking with the mission coordinator via a cell phone and updating him on the status of the ELT search. The mission coordinator requested the ELT type, model number, and battery date. The Air Force Rescue Coordination Center (AFRCC) requests this information on every ELT search. When I asked the owner for the information, the response was like getting kicked in the shins. The owner refused and further stated that I couldn't make him provide the information. I agreed that was indeed the case, so I asked if I could at least get a name.

At this point the owner ignored me and started walking away. Again, I tried in vain to explain that we were only trying to do our job and getting the information was part of it. The last response from the owner was "as far as I'm concerned the ELT is off, you have done your job, and needing the rest of the information is government BU\_\_SH\_\_!!!" Well, it's not the first time I've been cussed at, but it was as a volunteer. Nine other CAP members, including 5 cadets ages 13 to 18, had just received an impression, a lasting impression.

We departed the vicinity of the aircraft and moved to a different location on the airport for a debriefing. One cadet was visibly upset. She had questions as to why an individual would treat her and the rest of us like that. I could only think for a moment before I had a reply. After a pause, I could only provide 2 responses that had any logic. First of all, I told her that some people are just rude. Sometimes with reason, sometimes without. The only other explanation that came to me was maybe the owner had something to hide and didn't want anyone nosing around the aircraft.

In retrospect, I've thought alot about that evening. I've thought and hoped that the young lady who witnessed what she did would still someday fulfill her dream to become a pilot even with the lasting impression that I'm sure will stay with her for a long, long time. As for myself, it would have been an option to engage in a heated confrontation with the owner, but it would have been the wrong option.

I truly hope the aircraft owner lives a long, healthy life, and flies accident free for a long time. If, in the future, he is unfortunate enough to have an accident, I would still volunteer and do my best in helping locate him.



## LETTER TO THE EDITOR

FRANK C. HOLBROOK

P.O. BOX 798

McCALL, IDAHO 83638

Idaho Division of Aeronautics  
3483 Rickenbacker/P.O. Box 7129  
Boise, ID 83707-1129

Gentlemen:

I read the article by John Francis Borra, "Adventures With a Hot Mag" in the summer issue of Rudder Flutter. Mr. Borra did an adequate job of listing his errors and oversights in his failure to detect the ungrounded mag.

Well, he can add one more mistake to that list. In the article he wrote "The ungrounded magneto alone was hardly a danger". Wrong! I can state from personal experience it is deadly in the most literal sense. A few years ago, a good friend of mine also failed to detect an ungrounded mag. After landing his model 35 Bonanza, he moved the prop to the horizontal or vertical position as most of us do when leaving the aircraft. The engine fired and pulled him forward. The prop struck him in the head and killed him very quickly. Yes, Mr. Borra, it can be deadly.

Now that I realize the potential danger of a hot mag, I have added a simple check prior to pulling mixture. At idle, I briefly switch the mags to off, and then shut down.

Sincerely yours,

Frank Holbrook 10277

Idaho Division of Aeronautics  
3483 Rickenbacker / PO Box 7129  
Boise, ID 83707-1129

ADDRESS SERVICE REQUESTED

BULK RATE
US POSTAGE
PAID
BOISE, IDAHO
PERMIT No. 143